

Eric C. Miller (D)



December 27, 2002

Professor Lyn Kathlene
UNL Dept of Political Science
511 Old Father Hall
Lincoln NE 68588-0328

Re: "Lincoln Star Shuttle" Student Public Transportation Study

Dear Professor Kathlene:

Thank you for the invitation to attend the December 19th presentations of the student transportation studies relating to transportation needs of the elderly and the Star Shuttle route. Such studies, and subsequent presentations, afford excellent opportunities for staff to realize an objective view of current transit services, and for the students to study actual operations and associated issues in this regard. We look forward to future such opportunities for such interaction.

I was recently afforded the opportunity to read the December 17, 2002 "Lincoln Star Shuttle" study. I acknowledge, and agree with, several of the study recommendations which suggest that the downtown circulator route should be extended into the Haymarket area, and that service hours be expanded to weekday evenings and Saturdays to address many of the transportation needs of persons who visit the entertainment venues. Although proposed integral with the budget processes since 2000, we are yet to be successful in adding, what I feel, would be a well-utilized public transit service. I hope this study calls additional attention to the needs for such expanded services.

In acknowledgment that such a study is a learning opportunity for the seven graduate students who participated in the development of the study, I would offer the following comments, in no particular order or importance . . .

- ⇒ As a result of the recommendation of the 2000 Mayor's Transportation Task Force, StarTran has as noted above, pursued a revised/expanded "Downtown/Haymarket Shuttle" service. Attachment #1 describes that proposal.
- ⇒ Prior to revising any existing transit routes, on/off passenger counts are conducted to evaluate ridership by passenger stop. Attachment #2 is an old on/off count for the current Star Shuttle route. It is of note that the larger ridership is located at extreme portions of the route, particularly southwest, southeast, and north. The route revisions recommended in the study which eliminate the extreme southwest and southeast portions of the current route would adversely affect the patrons at two of the highest utilized passenger stops. We have also explored means of shortening/streamlining the route, but found that the on/off patronage at the extremes of the route affords challenges in doing so.

StarTran / Public Works and Utilities Department / Allan Abbott, Director

710 J Street / Lincoln, Nebraska 68508 / Phone: 402-441-7185 / Fax: 402-441-7055 / Website: www.ci.lincoln.ne.us



- ⇒ The downtown loop route utilized by all fixed-route buses (“Q” Street, 14th to 11th – 11th, “Q” to “J” – “J”, 11th to 14th – 14th, “J” to “Q”) affords a “secondary”, “compacted” downtown shuttle service, with low headways during the “pulse” times of the fixed-route services. Patrons may also utilize this route for 25¢, the same as the Star Shuttle fare, from 5:15 a.m. to 7:10 p.m. The downtown loop is traversed in 10 minutes.
- ⇒ StarTran operates 56 full-size buses and 9 HandiVans. All of these vehicles are accessible to persons with disabilities, in compliance with ADA requirements. The recently acquired, 2001 Gillig buses, are of the new “low floor” accessible design. Elderly/handicapped fixed-route fare is 50¢/ride, with 20-ride ticket books sold for \$10.00.
- ⇒ Since 1994, six StarTran vehicles have been powered by alternate fuels – four by ethanol and two by biodiesel/soybean oil. StarTran is recognized by transit peers and alternate fuel advocates as a leader in the utilization and promotion of alternate fuels. Although utilizing alternate fuel reduces exhaust particulants, and the amount of diesel fuel utilized, the cost of alternate fuels is significantly higher than diesel. As such, contractual agreements with the state organizations which supply the ethanol and biodiesel/soybean fuels insure that the costs of the alternate fuels are no greater than the cost of diesel fuel. The use of alternate fuels is promoted on five of the six alternate-fueled buses.
- ⇒ StarTran staff have studied the potential of a portion of the StarTran bus fleet being comprised of small buses, utilized on lower-ridership routes as a cost savings, on high-visibility routes such as the Star Shuttle route, etc. The Federal Transit Administration prescribes the total fleet size of transit systems based upon the number of routes operated. Such restrictions, therefore, emphasize the importance of reviewing the needs, and services provided by the transit system in a comprehensive manner. In brief, the following are several considerations in this regard:
 - ▶ While small buses have a lower capital cost than full-size buses, the effective life of smaller buses is about 2/3 of full-size buses. As such, the annual cost of full-size buses is somewhat less than that of the small buses.
 - ▶ The operating costs of full-size buses are effectively equal to that of small buses. Maintenance and driver salary/benefits costs comprise the bulk of the operating cost of either sized bus.
 - ▶ The flexibility afforded by the full-size buses is necessary, and somewhat unique, to StarTran services. The several services operated in addition to the regular fixed-route services (i.e., Holiday Light Tours, UNL football express services, service accommodation which have resulted in high patronage by UNL and LPS students) necessitate the capacity afforded by full-size buses. The operating cost of such services would be much greater, and the ability for such services to be provided may be affected, if smaller buses were to be utilized for such services.
- ⇒ The advertising program on StarTran buses results in significant revenue paid by advertisers. The windows of the “painted buses” are not “painted over”. The dot-matrix film utilized on the windows of those buses only slightly affect passengers’ view from within the bus.

Prof Kathlene

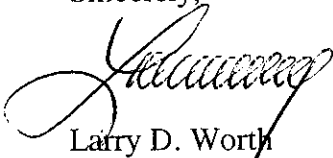
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- ⇒ The Federal Transit Administration regulations precluding the operation of private charter services do not impede StarTran's operation of the current, or expanded, public downtown circulator services. StarTran must, however, comply with such regulations, as at least two private transit operators provide charter services in Lincoln.

Again, thank you for the opportunity to participate in the research conducted by your students. We look forward to again interacting with students addressing transit-related issues.

Sincerely,



Larry D. Worth
Transit Manager

PROPOSED "DOWNTOWN/HAYMARKET SHUTTLE" SERVICE

Service Description:

☆ 5:30a.m. - 5:00p.m., Weekdays (Route #1)

Operate the current Star Shuttle route and extend the route into the Haymarket from the northeast from 13th Street (utilizing "Q" Street west to 8th Street, 8th Street south to "P" Street, and "P" Street east to 13th Street) This would provide the following transit services during these days/times:

- ⇒ Star Shuttle/Haymarket service between 5:30 - 9:30a.m. with 36-minute headways. (1 bus)
- ⇒ Star shuttle/Haymarket service between 9:30a.m. - 5:00p.m. (the current Star Shuttle operating period) with 12-minute headways. (3 buses)

☆ 5:00p.m. - 12:00 midnight, Weekdays & 8:00a.m. - 12:00 midnight, Saturdays (Route #2)

Operate an "entertainment" shuttle route which accesses the Haymarket, Lied Center, Pershing Auditorium, and the following City of Lincoln downtown parking garages:

- ⇒ Que Place Garage (11th & "Q")
- ⇒ Cornhusker Garage (12th & "L")
- ⇒ University Square Garage (14th & "P")
- ⇒ Center Park Garage (11th & "N")
- ⇒ Carriage Park Garage (12th & "L")

This service would operate on 20-minute headways. (1 bus)

Cost: \$146,000/year

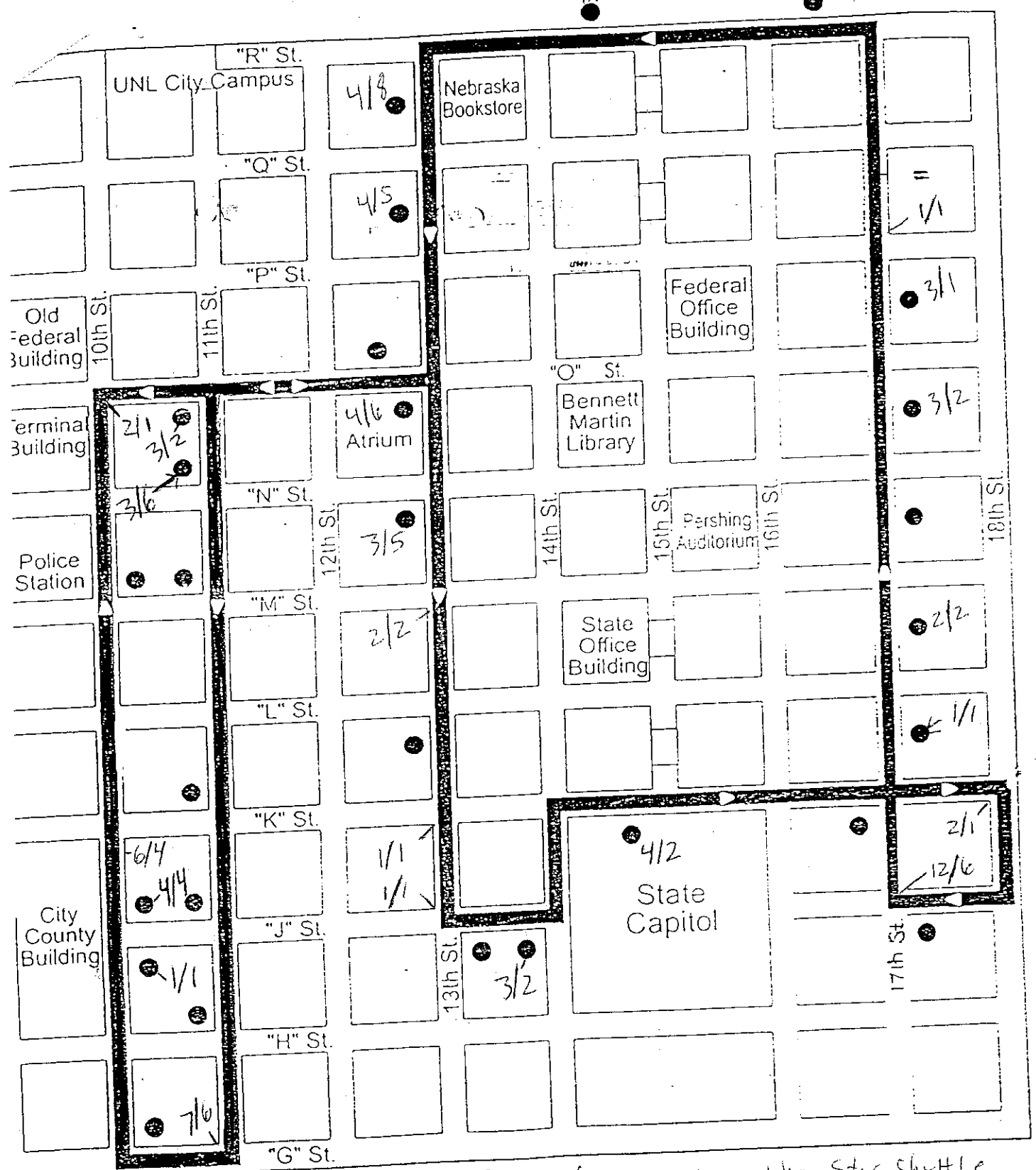
Fare: Regular Star Shuttle Fare 25¢/ride

Notes:

- ☆ Provides earlier morning service on the Star Shuttle route than currently operated with 36-minute headways, which would address transportation needs for work and school trips for those residing near the downtown area.
- ☆ Provides access into/from the Haymarket area, effectively from 5:30 a.m. - Midnight (weekdays) and 8:00 a.m. - Midnight (Saturdays). Responds to requests for such service into/from the Haymarket throughout the day and evening, accommodating employees, residents, shoppers, restaurants, and other entertainment customers (daytime and evening).
- ☆ Affords downtown evening "entertainment" shuttle services, Monday-Saturday, serving the Haymarket, the Lied Center and Pershing Auditorium, connecting with the five downtown City parking garages and a number of private downtown parking facilities.
- ☆ Reduce the level of vehicle congestion and resultant air pollution, within the Haymarket area throughout the day and evening, by affording the opportunity to park vehicles throughout the downtown area. Also will address the parking needs in the Haymarket area by "spreading" the available parking throughout the many parking facilities within the downtown area.

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These are the counts for 1 of 2 buses on the Star Shuttle
for an avg. day in November

Star Shuttle Passengers/Hr = 16.9 (FY 1999)

Lincoln MPO
Public Works & Utilities Department



③

MEMORANDUM

RECEIVED
DEC 06 2002
CITY COUNCIL
OFFICE

Date: December 3, 2002

To: Lincoln MPO Officials & Technical Committee

From: Mike Brienzo, Transportation Planner

Subject: *Census Transportation Planning Package 2000*

Copies To: City Council, County Board, Planning Commission

Attached is a set of special tabulations of the *Census Transportation Planning Package 2000* (CTPP 2000) data. This is the first of the data products from the CTPP 2000 summarizing data profiles for the Geographic Area of Lancaster County. For purposes of comparison, these profiles contain selected transportation-related data items from both Census 2000 and the 1990 Census. Included are data for some basic characteristics such as population, household size, vehicle availability, means of transportation to work, and travel time to work.

Attachments

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CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1a. Profile of Selected 1990 and 2000 Characteristics
Geographic Area: Lancaster County, Nebraska

<u>Subject</u>	<u>1990 Census</u>		<u>Census 2000</u>		<u>Change 1990 to 2000</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
POPULATION						
Total population	213,641	100.0	250,291	100.0	36,650	17.2
In households	202,110	94.6	238,059	95.1	35,949	17.8
In group quarters	11,531	5.4	12,232	4.9	701	6.1
HOUSEHOLD SIZE						
Total households	82,836	100.0	99,254	100.0	16,418	19.8
1-person household	22,743	27.5	28,767	29.0	6,024	26.5
2-person household	28,379	34.3	34,238	34.5	5,859	20.6
3-person household	13,190	15.9	15,442	15.6	2,252	17.1
4-person household	11,789	14.2	12,842	12.9	1,053	8.9
5-or-more-person household	6,735	8.1	7,965	8.0	1,230	18.3
Mean number of persons per household	2.44	(X)	2.40	(X)	-0.04	(X)
VEHICLES AVAILABLE ¹						
Total households	82,836	100.0	99,254	100.0	16,418	19.8
No vehicle available	6,385	7.7	6,758	6.8	373	5.8
1 vehicle available	27,170	32.8	34,024	34.3	6,854	25.2
2 vehicles available	33,370	40.3	40,452	40.8	7,082	21.2
3 vehicles available	11,353	13.7	13,257	13.4	1,904	16.8
4 vehicles available	3,197	3.9	3,484	3.5	287	9.0
5 or more vehicles available	1,361	1.6	1,279	1.3	-82	-6.0
Mean vehicles per household	1.79	(X)	1.77	(X)	-0.02	(X)
WORKERS BY SEX ¹						
Workers 16 years and over	115,985	100.0	138,150	100.0	22,165	19.1
Male	61,309	52.9	72,320	52.3	11,011	18.0
Female	54,676	47.1	65,830	47.7	11,154	20.4

¹ See the entry for this item in the Technical Notes (attached).

(X) Not applicable.

Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1b. Profile of Selected 1990 and 2000 Characteristics
Geographic Area: Lancaster County, Nebraska

<u>Subject</u>	<u>1990 Census</u>		<u>Census 2000</u>		<u>Change 1990 to 2000</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	115,985	100.0	138,151	100.0	22,166	19.1
Drove alone	87,909	75.8	111,416	80.6	23,507	26.7
Carpooled	14,828	12.8	14,090	10.2	-738	-5.0
Public transportation (including taxicab)	2,310	2.0	1,599	1.2	-711	-30.8
Bicycle or walked	6,561	5.7	5,692	4.1	-869	-13.2
Motorcycle or other means	678	0.6	958	0.7	280	41.3
Worked at home	3,699	3.2	4,396	3.2	697	18.8
TRAVEL TIME TO WORK						
Workers who did not work at home	112,286	100.0	133,755	100.0	21,469	19.1
Less than 5 minutes	3,980	3.5	4,355	3.3	375	9.4
5 to 9 minutes	17,408	15.5	19,353	14.5	1,945	11.2
10 to 14 minutes	27,715	24.7	32,031	23.9	4,316	15.6
15 to 19 minutes	27,798	24.8	31,486	23.5	3,688	13.3
20 to 29 minutes	22,596	20.1	29,218	21.8	6,622	29.3
30 to 44 minutes	8,450	7.5	10,566	7.9	2,116	25.0
45 or more minutes	4,339	3.9	6,746	5.0	2,407	55.5
Mean travel time to work (minutes)	16.2	(X)	17.8	(X)	1.5	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	112,286	100.0	133,755	100.0	21,469	19.1
5:00 a.m. to 6:59 a.m.	22,722	20.2	29,189	21.8	6,467	28.5
7:00 a.m. to 7:59 a.m.	43,029	38.3	48,554	36.3	5,525	12.8
8:00 a.m. to 8:59 a.m.	15,225	13.6	18,855	14.1	3,630	23.8
9:00 a.m. to 9:59 a.m.	5,587	5.0	6,595	4.9	1,008	18.0
10:00 a.m. to 11:59 a.m.	3,549	3.2	4,740	3.5	1,191	33.6
12:00 p.m. to 11:59 p.m.	20,496	18.3	22,903	17.1	2,407	11.7
12:00 a.m. to 4:59 a.m.	1,678	1.5	2,919	2.2	1,241	74.0

1 See the entry for this item in the Technical Notes (attached).

(X) Not applicable.

Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.